







**M**R. HENRY ENGLISH, of No. 5, SHORTER'S COURT, THROGMORTON-STREET, CITY, having, at the instance of numerous Friends, made the necessary arrangements for carrying on the business of AGENT in the PURCHASE and DISPOSAL of MINERAL and other PROPERTY, as also that of STOCK and SHARE-BROKERS, is induced to enter the service of the expert of the subscribers to the Mining Journal, Railway and Commercial Gazette. The extended client, arising from his intimate connection with that publication, may be fairly presumed to afford more than ordinary facilities and advantages in the transaction of business as mineral agent and mine agent, to which may be added, an extensive acquaintance, for the past fifteen years, with the mines and collieries of Great Britain and Ireland, as well as other parts of the continent.

**COAL-FIELDS IN STAFFORDSHIRE, DURHAM, AND SOUTH WALES.**—Mr. English is empowered to treat with negotiations for the working of collieries in those districts.—Every information will be rendered on application, and introduction given to the principals.

**COAL AND IRON MEASURES IN STAFFORDSHIRE.**—Mr. English is ready to treat with parties for a portion of a colliery, with lease of ironstone, which can be worked in a commercial profit without risk—the ironstone having been fully proved by the experienced workmen. A sum of £10,000 would be required, which would be deducted in the opening of the colliery, and added ample working capital.—Detailed information on application to Mr. English.

**MINING SETT IN CARDIGANSHIRE.**—An extensive and valuable tract of mining ground, with coal proved, and yielding 20 tons of silver to the ton, has been placed in Mr. English's hands, with the object of obtaining either a partner or dispossessing of the interest. There is ample water-power—the iron proofs or ridges for lead and silver within a few yards of surface. But small capital would be required—£1000.—The place and particulars can be seen on application to Mr. English, between the hours of Ten and Five.

Surveys and reports made of mineral property, as well as plans and sections carefully laid down.

\* \* \* Plans, catalogues, and reports of mineral property, open being transmitted to the office, are also registered.

5, Shorter's Court, Throgmorton-street, Nov. 24.

**YORK AND LONDON LIFE ASSURANCE COMPANY,**  
KING WILLIAM-STREET, LONDON.  
Approved by Act of Parliament.

**GEORGE FREDRICK YOUNG, Esq., Chairman.**  
**MATTHEW FORSTER, Esq., M.P., Deputy-Chairman.**  
Benjamin Agar, Esq.;  
James Austin, Esq.;  
William Baker, Esq.;  
H. B. Bolam, Esq., M.D.;  
Lord Rivers Bruce, M.P.;  
Matthew Caw, Esq.;  
J. W. Chalke Chalke, Esq., M.P.;  
Henry Cooper, Esq.;  
Sir James Eyston, M.B.

The superiority of the system of assurance adopted by this company, will be found to be that the premium required for a bonus office to assess £1000 on the life of a person in the hundredth year of his age would, in this office, amount £700 per cent. Premiums of other ages are effected on mostly favourable terms, and there are no insurance losses instead of a charge dependent upon longevity and the profits of an office. In case of assurance for a limited period of years, the advantage offered by this company is still greater—on part of the profits of a bonus office being even allotted to such assurances.

Applications, containing bonus desired to meet the contributions of all who desire to provide for themselves or others who may exceed them by assurance, either of fixed sum or annuity, may be had at the office, as above, or of the agents.

JOHN REDDISH, Secretary.

**DARIS AND LYONS RAILWAY COMPANY.**—The shareholders in this company are hereby respectfully informed, that FULL PARTICULARS respecting the TRANSMISSION, and the PURCHASE of a NEW COMPANY, will be this day TRANSMITTED to them by post; and in the event of any shareholder not receiving such communication, he is requested to apply to the secretary, Ed. Atlett, Esq., King William-street, City.

JOHN ATTWOOD,  
G. D. DAWSON,  
CHARLES DEVAUL,  
MATTHEW UZELLE.

London, Nov. 20.

**BARON VON BARTHES'S ADDRESS TO PROPRIETORS OF STEAMSHIP, MARINE, and LOCOMOTIVE STEAM BOILERS, and of STEAM and DAILY FACTORIES, BREWERIES, DISTILLERIES, &c.**—Sir—**SIR VON BARTHES** has the honour to offer his congratulations to those business, especially of steam vessels navigating the Atlantic or Mediterranean, the use of his PATENT ROTATING PIPE GRATES and METALLIC PLATES, which are perfectly simple in their construction, and cannot get out of order, being free from any mechanical contrivance whatever. The Baron von Barthes's patent apparatus have been applied with great advantage to vessels fitted to sail, of which both, square, and fore-and-aft rigging, from highly respectable parties, were purchased in this country, on October, 1840, and the originals of which can be seen on application to the publisher—the advantages which the patent is enabled to afford to parties who may adopt the plan, are as follows:

1. Economy in fuel, to the extent of three one-third to two-thirds of the quantity now consumed, according to the present or less perfection of the present average marine, quality of fuel, and other peculiar circumstances.

2. A saving of one-tenth and the room occupied by it—measured as one-tenth, with the Baron von Barthes's apparatus, will generate as much steam as two of the same size without it.

3. Stability of every part of the boiler, and consequent safety from explosion. This advantage is obtained by the more equal distribution of the heat over the surface of the boiler, and the great reduction from condensation and evaporation, which results from the use of the apparatus, the manner of which the publisher will be happy to explain agains application to him.

4. The prevention of smoke by the more perfect combustion of the fuel and all its gaseous products in the fire-space and before the latter, for which the arrangement adopted here has found particular success.

The publisher will communicate to his patentees, at his own expense, to steam-boilers or evaporating-pans over 10 tons, so he will grant licenses to engine or similar makers.

For letters and further explanations, apply to the Baron von Barthes, near the Royal Exchange, Birmingham, or, through agents, London, or to Messrs. Birmingham and Co., Gasworks street, Birmingham.

**WATSON'S PATENT DRAINING, for LAND, VIADUCTS, RAILWAY CUTTERS, TUNNELS, and OTHER ENGINEERING WORKS.**—This invention will simplify the want of means for culverts, and other propounding works, of a perfect system of drainage. The scope that nature takes prior to setting drainage-holes, has been reduced to the use of under-draining, and the process of excavating, removing, and reducing, the soil, may be avoided for the removal of water. Experience has shown that, without drainage, no work bearing water or gas will be sustained, nor, for the water will open up a passage through or below, and the elevation of embankments has for some time been derived to the last mode of draining these works.

The draining of marshes, marshes, &c., by this process, will save, for the most part, the cost of removing the soil, and the cost of labour, because brought to such simplicity as to render labour through the length which each a mere and trifling operation. This machine, working the power of steam, is to be used in a similar form through a hole, or the bottom, of the excavation, performed on the site. It is worked by means of levers, and tools in any direction, and to any depth or height, but its greatest feature, and point of safety, will be self-acting. This great advantage offered by this patent, is the circumstance that is proposed in the works to which it is applied, will prevent breaking materials and causing much trouble. The drainage will be applied and made through the material, and cause no damage to the earth work.

In case of fire, high water, or flooding, without the removal of plants, trees, and bushes, the drainage will remove the water, and the ground will be dried without any damage.

The most prominent, and distinguishing, and remarkable which may be had up to these plants, will be the broad perspective system. The plant will be built under the earth, and communicating with the surface, to the drainage, through these ducts, the materials will be kept compact and clean, and when dry and clean, will be removed, being washed and kept clean as presents. As it is impossible to get it required to prevent the earth breaking through, and the materials, or other substances, which are not earth, moving up to the surface in the shape of dust, and when the water is removed, it will prevent any damage.

The principle of the plant is to get fresh, and they are made to simple of these parts, so as to remove, and clean, and fit on fire the burning machines.

Apply to F. Watson, 1, Broad-street, London.

**PERSONS AND MATTER-OF-FACTOR PRINCIPLES.**—Among the many improvements in the manufacture of persons which have taken place within the last twenty years—principally, however, confined to the production of a simpler and reduced planing of different degrees of hardness and blackness—when we consider the great facility which advancement has given to those engaged in the fine arts, it is strange that a good part for the use of the engraver, or copper-bellot, should have been completely lost sight of by the past manufacturers. Books, however, appear to have lost the use, and it has likewise, for this purpose, been necessary to cut a plan from a large pencil, with loss of time, and waste of hand, in reducing to the size required. Messrs. Wood and Son have long supplied this deficiency. They have introduced a simply-blended mechanical pencil, loaded at both ends to writing, half an inch of the pencil, and of such length that, when cut in half, each piece is just sufficient for the drawing of the engraver, also a half-inch use for the copying pen. These pencils are of the best prepared lead, in six different sizes, capable of giving the various kinds of engraving manufactured, and to the adjustment of another pencil will be fixed a small diagram, indicating the circumference of each. By using the optical microscope in which the pencil leads will be brought forward, will assist the progress of the mechanical and scientific world.

### ENGINES, MACHINERY, AND TOOLS.—A CATALOGUE

of the EXTENSIVE STOCK ON SALE, of KNOX, GALLOWAY and SONS, ENGINEERS, may be had on application at the office, West-street, between the hours of Eleven and Four.—The extensive premises and plant to be DISPOSED OF.

**INSTRUCTION.—JOHN BUDGE, Mine Surveyor, Callington**

(author of the Practical Miner's Guide, &c.), TEACHER OF THE THEORY and PRACTICE OF MINE SURVEYING on the MOST APPROVED PRINCIPLES.

\* \* Mines surveyed and plans and sections drawn in a clear and comprehensive style.

### NOTICES TO CORRESPONDENTS.

The MINING JOURNAL is regularly published about Two o'clock on Saturday afternoon, at the office, No. 26, FLEET-STREET, where it can always be obtained, and there is no cause for trespassing on its supply, in towns, other than neglect on the part of the agent through whom it is ordered; but, as respects its transmission to country subscribers, the same is shared with the Post-office authorities.

**WEFT FLOOR COALS.**—We have received a communication from Mr. Davis, the owner of these mines, accompanied by documents, with reference to the letter of "A Subscribers," inserted in last week's Journal. "We shall take an early opportunity of perusing the statements forwarded, and then publish the letter of Mr. Davis, accompanied by a digest of the report, and with such remarks as we may deem requisite."

**T. H. (Leeds).**—We are unable, at present, to comply with the wishes of our correspondent.

A notice of the Lecture on Railways, in continuation of the articles on Railway Reform, is postponed—see also the continuation of the paper on the Precious Metals of Mexico—Mr. Davies's paper on the Geological Character of the South-Eastern Boundary of the South Wales Coal Field—and several other matters intended for this week's Journal.

**REMOVED.—A Miner of the Eastern District** (Callington)—"W." (Mold). More extensive premises than those lately occupied being found necessary, the establishment of the MINING JOURNAL is REMOVED to 26, FLEET-STREET (opposite St. Paul's Church).

### THE MINING JOURNAL, Railway and Commercial Gazette.

LONDON, NOVEMBER 25, 1843.

\* \* Parties desirous of ordering the MINING JOURNAL, can do so, either direct to the office, or through any newspaper or bookseller in town or country. Notices of irregularity in its delivery are requested to be forwarded to the office, where every endeavour will be made to rectify the cause of complaint.

A reference to the Swans' ticketing paper, inserted in our columns of to-day, will fully support the observations made in the Journal of 4th instant, as to the sales of foreign ore—that of the present week being 2371 tons, or, in amount, 39,512L. 18s.—the total amount of the sale, including the Irish ore, being 3093 tons, and producing 46,704L. 9s. The further sales announced for the 6th December are, from the Cobre, Santiago, and Chili Mines, 3049 tons, or, say, 35,000L—thus further proving that the produce of foreign mines is not retrograding. It is, however, cheerful, on referring to the ticketing paper of Cornwall, to find that the standard is on the advance, while there is evidently more energy evinced in opening of new mines, and extending the workings of the old—and, altogether, a more wholesome state apparent.

We have received several communications from the Sister Isle, with reference to mining pursuits, and gladly should we add the writers in their endeavours to develop more fully the mineral resources which that country, doubtless, affords, if that we could do so consistently. A knowledge of the country satisfies us that there are ample means presented to the mine adventurer, and the returns from the Allihies and Knocknaboy Mines are in themselves sufficient to establish this point; but it is too apparent that, with the repeal Movement, there is but little prospect of the English capitalist embarking in mining enterprise in Ireland.

We purpose next week taking a review of Irish mines, and more especially those connected with the West Cork Mining Company, when we shall endeavour to promote the application of capital to our home mines, in preference to foreign adventures.

Under the head of "Law Intelligence," will be found a notice of an appeal from the Vice-Chancellor to the Court of Chancery, with reference to certain shares, which the plaintiff claimed, in the United Hills Mining Company, under circumstances which, from the nature of the report, call for a passing remark. We are well pleased to find, in this instance, at least, that the Court of Equity have exerted their power in protecting the honest shareholder, who fulfils his duties by the payment of calls—and that the unprincipled adventurer, who would avoid the liability when the mine is unprofitable, but who would, however, readily grasp at the profits which the improved state of the mine presents, is taught a lesson that we hope will have its due effect on others who may think that a Court of Equity will relieve them—or, rather, inflict an injury on the honest adventurer, by giving to those who play a "fast and loose game" the chance of benefiting at his cost, by the legal and equitable construction which it is contemplated may be placed upon the question by the learned.

We have given insertion in another column to the letter of a valued correspondent, on subject of the pending proceedings on the part of the directors of the Durham and Sunderland Railway Company for alleged libel, referred to in our last; and, while we have no express endorsement, in a great measure, with the views he entertains, we cannot admit his position as a whole, for we are partially unconvinced of having, in any way, prejudiced the company or its directors, by any remarks which may have appeared in our columns, founded, as such were, on the allegations and charges which had been made at a public meeting. If that the charges so made were false—although there may be the excuse on the part of the directors, that they cannot protest against their co-proprietor, who was privileged to express his opinion—yet it will we think be admitted, that the course adopted cannot be deemed otherwise than as a proceeding characterised by harshness—legal measures having been resorted to against us, for simply reporting the proceedings at the meeting, as a matter of public news and interest, with the expression of those opinions which the circumstances naturally gave rise to; while we are unaware of any similar proceeding being adopted against other parties.

**Two New Mines, Shropshire.**—We are happy to hear that this mine is now likely to become a most profitable speculation; during the past four years, 100,000L worth of ore has been raised, which, in consequence of new machinery being required to keep the water, and as water now abounds, has all been expended; but there are now in a most efficient state, the shaft is down over 200 fathoms, and a powerful engine has been erected, at a cost of 10,000L. Several veins of good ore have been cut at the lowest levels, and they are now capable of raising 100 tons of ore per month, with the prospect of a progressive increase, and in the course of a few months, the proprietors confidently expect to receive a handsome return for the capital expended, the spirit of enterprise which has animated them, and the present state they have exhibited.

**Our New Machine.**—The works, &c., are in full operation. What more evidence can there be? Have they not opened the newest chapter of the mining story, and extracted its treasures, and made the mining follow their tracks, as much as a team does? Are not the elements of the new machine directed to the result, and to the advertiser's bid, being completed to meet it? Have not mechanics opened the bowels of the earth, and made possible modifications to his tools? The latest improvement in their machinery, and tools, and engines are described by itself briefly. So excellent has the machine been a great success.—"Mining Journal."

What can a man know, now it was known? The shipping price of Liverpool and Cardiff is £10. per ton for ironstone—say—diamerit 11s.

**FOREIGN MINING ENTERPRISE IN BARTHESIA.**—Two German mining officers, Messrs. Reckendorf and Volk, have just started for Lahore, for the sake of exploring the mineral riches of the Himalaya Mountains. Both possess considerable experience in this occupation, Mr. R. having been director of mines under Prince Milosch, in Servia. As they are to be joined by Dr. Honigher, brother of the body physician of the Sultan of Lahore, they are sure of meeting with every facility in that quarter. If the above mountains should contain any useful metals or minerals (as is scarcely to be doubted), these gentlemen will at once set to work; at any rate, this endeavour will enrich the department of Indian geology.

**THE IRONMASTERS AND THE WOODS AND FORESTS OF FRANCE.**—

The *Journal des Débats* states that "the principal seat of the French iron manufactures, in the department of the Upper Maine, and the adjoining cantons of the Meuse, is now the theatre of an extraordinary contest. The parties opposed to each other are the ironmasters and the Treasury (represented by the Administration of Forests). The Administration fixed certain prices at which the firewood—the growth of the Royal forests—should be set up to auction; the ironmasters refused to purchase on those terms, and the woods belonging to the State have not been sold. Both parties indulge in recriminations. One exclaims against the exorbitant pretensions of the Treasury, the other complains of an illegal coalition. We are far from opposing the rights of the Treasury. The Treasury has to supply enormous demands on it; but, at the same time, a great manufacturing interest, like the ironmasters, which requires a large capital, cannot be suffered to remain idle. Every ironmaster who suspends his works, by so doing, makes an enormous sacrifice. This fact is so true, that the ironmasters often manufacture at a loss, because, to a certain extent, it is certainly less injurious than a momentary interruption of their works. Thus, at a late period, the English ironmasters executed orders for rails for railroads at 4L. or 5L. British for 2000 lbs. weight, although they could reasonably manufacture them for less than 6L. or 7L. sterling. The position of the ironmasters of Champagne is peculiarly interesting: they cannot be accused of not having availed themselves of the protection afforded them by the existing duties; in no part of the world has the manufacture of iron been brought to a higher degree of perfection; they have, by their perseverance, been able to pay three times a higher price for wood than they did twenty years ago, and, at the same time, to deliver 2000 lbs. weight of iron for 32L.—for which they received, at that period, 500L. There is but one mode by which the ironmasters of Champagne can supply themselves with fuel at such a price as to enable them to compete with their rivals—by the completion of a canal, proposed by the Chamber in 1838, to unite the Maine with the Rhine, by which means iron may be conveyed from Saarbrück to Champagne on moderate terms. It is thus that the various public services may, and ought to, lend each other mutual assistance. By devoting a portion of the public revenue to useful improvements, we may render the revenue more productive by increasing the value of objects belonging to the State. Nothing, moreover, is so natural as to recommend such measures to the Government of 1830, for that Government has, in this practice, distinguished itself from all its predecessors."

**MANUFACTURE OF STEAM-ENGINES ON THE CONTINENT.**—The president, vice-president, and secretary, of the Chamber of Commerce, and a great number of the most respectable inhabitants of Rotterdam, went to the establishment at Feyenoord, near Rotterdam, a few days since, to view two steam-engines, together of 340-horse power, constructed at that place, and intended for France. These engines are among the largest hitherto made for steam-boats; none such have ever before been made on the continent of Europe. In England, where it has been desired to have so much, or more, power in a vessel, it has been usual to have four engines and four cylinders, instead of two. These engines, which are for France, have cylinders and pistons 208 inches in diameter; the length of the stroke is about 228 inches. The boilers weigh 120,000 pounds, and can hold about the same weight of water. The whole apparatus weighs 800,000 Netherlands pounds, and 27,000 lbs. of iron were melted to cast them. There is not the slightest defect in any part of the surface, and the whole is made with mathematical accuracy. The French commissioners who came to examine them, declared themselves perfectly satisfied with them, and accordingly accepted them for the Marine department. Some more engines of equal power, but on a different system, are to be made in this manufacture for the French navy, and to be ready in the spring. Several engines of 100 to 200-horse power are ordered for Russia.

**IRON SHIP-BUILDING IN AMERICA.**—Much as we have gone on increasing in the number of vessels built of iron during the past twenty-five years, America seems to be keeping up with us in the use of that material for ship-building. Besides the number of steam-vessels now employed in that country, the Government fleet, which already embraces several iron ships of large tonnage, is now shortly to be augmented by many additional large iron vessels, and six iron revenue cutters—four to be fitted with Hunter's submerged wheel, and two with Ericson's propellers; four of these vessels are for the Atlantic, one for Lake Erie, and one for Ontario; they are all 140 feet long, 22 feet beam, and 10 feet deep in hold, will have three masts, and be schooner rigged. The Government are also building one iron vessel for the use of the topographical engineers, 26 feet long, 18 feet 6 inches beam, and hold 8 feet, propelled by two of Hunter's submerged wheels, 8 feet in diameter by 22 inches wide, and the paddles 18 inches deep; and at Erie an iron steam frigate is being built of 700 tons burthen, and will be in operation next season; she will be propelled by the common paddle-wheel, with two inclined low-pressure engines. These are all we are at present aware of as being in the course of completion, which, however, take into consideration with the numerous iron ships which have been built in this country (Mr. John Laird, of Birkenhead, alone has erected forty-five), and some on the continent, with the great success which uniformly attends them as fast boats, it is more than problematical that an era has arrived in the history of navigation, and that gradually, but slowly, the ancient material used in the construction of ships will give way to that universally distributed and most useful element, iron, as insuring greater economy, speed, and safety.

**GEOLOGICAL CONVERSATION.**—One of those curiosities of Nature, the cause of which can only be guessed at, has taken place at Stybarrow Crag, on the Lake of Ullswater, in Westmoreland. The road from Penrith to Patterdale leads through a narrow pass of this huge and rugged mass of limestone, and on Wednesday, the 23rd, or on the morning of the 24th ult., immense masses of the rock had fallen into the road, and, in some instances, had evidently been thrown in a horizontal position previous to their being placed in the situation in which they were found. The collection must have produced a series of shocks, as the Patterdale postman observed the first effects in the fissures of Thirlwall, and on his return the road was completely blocked up, and many dangerous lumps were rolled into the lake, there to remain as monuments of an 'eruption,' which will, no doubt, be closely investigated by the geologist. This "Stybarrow Crag" has ever been regarded with much interest, and like the stupendous Fissile-sandstone in North Wales, is famous for its dangers, and the many hair-breadth escapes which travellers have met with in crossing its difficulties. In 1817 a Scotch postie was sitting half asleep, when a massive rock took place, which buried him, pack and all, quickly into the lake, from which he escaped with only a sound ducking; and, in 1828, a young man of the neighbourhood, while on horseback, was, by the slipping of the steers, carried into the water, and narrowly escaped with his life. This collection of Nature has caused much excitement in Westmoreland, and among persons out of that county who have heard of the circumstances; and the cause of the disruption of such enormous masses of rock are being carefully investigated by several proficients of science, whose opinions on the subject we hope to be enabled shortly to lay before our readers.

**ARMEDRAKE RAILWAY.**—The public opening of the extension line to Dolby, from the Dolby and Kingstown Railway, is now only postponed for a few days, to admit the laying down of Cooke's electric telegraph. In the mean time, numerous experiments have taken place—increased loads have been placed on the line—and every means adopted to test its efficiency, power, and safety. Among the proficients who have tested the line during these experiments, which took place in the past week, were Mr. Edward Tressider, a Member of the Corps de Ponts et Chaussees, sent over by the French Government, and whose report is highly favourable to the system; Mr. Miller, Lord de Grey, Major-General Parry, General Sir Edward Bulwer, and

# RAILWAY AND COMMERCIAL GAZETTE

## PROCEEDINGS OF PUBLIC COMPANIES.

### BANK OF CEYLON.

The second annual general meeting of the proprietors of this bank was held on Thursday last, at the London Tavern, Bishopsgate-street. The chair was taken by THOMAS YOUNG, Esq.—Mr. MACKAY (the secretary) having read the advertisement convening the meeting, the CHAIRMAN said, it would not be necessary for him to detail the meeting by any preliminary observations on the report, which entered fully into all the business of the day. They had, very happily, no misfortune to mention, no regret to express, but were going on in a prosperous course, and had incurred no bad debts—so that he hoped the report would be found satisfactory. If any further information should be required, the directors would be happy to afford it to the meeting.

Mr. MACKAY then, at the request of the chairman, read the following report and statement of accounts:

In presenting the second annual report, the directors have the satisfaction of stating, that the business of the bank is steadily, though not rapidly, increasing, and its transactions, both at home and in the colony, safe and regular. The superabundance of money, and the difficulty of finding remunerative employment for it during the past year, has produced a considerable influence on the rates of exchange in the East Indian Presidency; and, consequently, the profits of the bank have not been so much increased as might have been expected from the extension of its business.

The resignations of the late manager and accountant have led to the appointment of James Walker, Esq.—both of whom are associated with the local directors, as members of the local board at Colombo. The opening of a branch at Kandy (alluded to in the last report) has been delayed, chiefly in consequence of these changes; but it is stated by the last advice, that business would have commenced there about the 1st of the present month.

The directors are happy to state, that no losses have been incurred by the bank during the progress of the latter changes in the establishment at Colombo, carried out the views of the court, in the most cordial and efficient manner.

The directors submit the following statement of accounts to the 30th of June last, by which, in addition to the half-year's dividend paid in May, they are enabled to declare a second half-year's dividend, at the same rate of 6 per cent., per annum, on the portion of the capital paid-up before the 30th of February last. The dividends will be payable in this country, and after the 15th of December next, and in Colombo as the manager shall fix, after receipt of advice.

#### Statement of Assets.

Net assets on June 30, 1843	£104,172 13 3
Paid-up capital in London	491,420 0 0
Ditto in Ceylon	7,000 0 0
	£104,172 13 3
Undivided profits on June 30, 1842	405,022 1 3
Less one year's div.—paid Nov. 15, 1842	4,300 0 0
	400,722 1 3
Net profits for past year, as per subjoined statement	4,300 11 10
	£104,172 13 3
Half-year's dividend—paid May 15, 1843	2,300 0 0

#### Statement of Profits of the Bank.

Amount of undivided profits on June 30, 1842	£104,172 13 3
To which is now to be added the profits of the past year, ending June 30 last, after deducting all current and a portion of preliminary expenses	4,300 11 10
	£104,172 13 3
One year's div. on 25,000 £, at 6 per cent.—paid Nov. 15, 1842	1,500 0 0
Half-year's ditto on ditto	750 0 0
	£104,172 13 3

Balance of undivided profits on June 30, 1843

The CHAIRMAN moved:—That the report and accounts be approved, and printed for the use of the proprietors; when Dr. BOWRING, M.P., expressed his regret that the report had not been circulated before the meeting, as he might have had an opportunity of examining it, and, probably, might have been the means of suggesting something for the well-being of the concern. In some of the private Acts of Parliament, passed last session, it was made peremptory, when the bills were brought in, that they should circulate their accounts previous to the assembling of the shareholders, and he had no doubt that, with such companies, it would be made one of the standing orders of the House of Commons. It was very generally adopted by the British Iron Company, and many others he could mention. He would not move any resolution, but merely suggested its propriety to the directors.

The CHAIRMAN said he was much obliged to the hon. proprietor, but he could not see the propriety of such publication being given, when that bank was threatened with competition. He knew it was not only the wish of the directors, but of the proprietors generally, that such previous information should not be given, for they thought it would be disadvantageous to give any detail of how the profits were derived. (Hear, hear.)

Dr. BOWRING, M.P.: I mean only the statement of accounts and report, as laid before the meeting, and that the same should be circulated previous to the meeting. Beyond that I never dreamt, more particularly of communicating among the shareholders all the detail of the proceedings of the bank.

The CHAIRMAN said he had no personal wish to oppose the proposition of his honourable friend, but he thought, if he insisted on such publication, he would be forced to stand alone, or with only one or two supporters; therefore, in supporting his view, he should be acting contrary to the wish of the proprietors.—Dr. BOWRING, M.P., thought the meeting should be adjourned, whether it was not desirable that the report and accounts should be previously circulated amongst the shareholders.

No proprietor having offered to support the view of Dr. Bowring, Mr. CURRIE (a director) expressed a desire to see such a measure adopted, and would not oppose it, if he thought it not likely to prejudice their concern. One evil would be, that proprietors would, by getting the report a day before the meeting, know the result, and, very probably, not attend the meeting. His desire of such a clause being in an Act of Parliament.—Dr. BOWRING, M.P., said it was now the plan of the New Zealand Company.

Mr. OLIVER FARNER (a director) said he was convinced that such a plan would be injurious to their concern, though he was not opposed to publicity; but he thought if the report got into the hands of fifty or one hundred gentlemen before the meeting, would be very soon known all about the town. He could not but think such evil would attend the plan, and particularly in case of an unfavorable report, which would not fail to create a panic, and only open the shares generally, but again the undertaking, if not accompanied by all the explanations, which could only with prudence be given afterwards by the directors, and might be the means of removing the difficulty. The question was mooted at the Bank of British North America, where, for the reason he had stated, a feeling prevailed against the proposition. The directors wanted no concealment, and would rather, if anything in the report was not satisfactory, that the meeting should adjourn to discuss them a week before the meeting.—The CHAIRMAN then again moved the adoption of the report, and accounts, which was seconded by Dr. BOWRING, M.P., and passed unanimously.—Thomas Alers Hawkey, Esq., and the chairman were re-elected directors without opposition.

The CHAIRMAN: If no gentleman has any further observations to make, I believe the business of the meeting is over. The payment of the dividend will take place on the 15th of December next.

Mr. G. H. FISHER said, they should not depart, without his expression of satisfaction at the report that had been read, and moving a vote of thanks for the excellent management they had displayed in conducting the business of that bank.—Mr. EDWARD GOVINDARAO seconded the motion, which was agreed to unanimously.—The CHAIRMAN: We are very sensible for this act of kindness; our object is to promote your interests, in doing which we wish to be enabled to submit a satisfactory report, and to merit the thanks of the proprietaries. (Applause.)

Mr. GOVINDARAO asked if there had been any allowance to the directors, as he thought it very requisite.—The CHAIRMAN: During the two years before the last, the directors had no remuneration, but since then the Deed of Settlement has provided for it. To the local directors at Colombo a small remuneration has also been made.—Mr. GOVINDARAO said he was very glad to hear that the Deed of Settlement had no provision, for gentlemen who deserved these fees to the interests of the company were justly entitled to compensation.—The CHAIRMAN: Our object was, and is, to keep down the expenditure as much as possible.—The meeting then adjourned.

NEWCASTLE RAILWAY.—A meeting of land proprietors and gentlemen connected with the country of Holderness was held on the 17th instant, to consider the subject of the proposed railway. Resolutions were passed (which will be found in our advertising columns), and, 31st January, 1843—viz., that the line of railway by Holderness, instead of going northward of the Garton Hills, would be of the greatest advantage to the public—would pay the shareholders a larger rate of interest—and could be executed at a considerably less expense.—Mr. DUNDEE went at considerable length into the history of the originally proposed line, and the several surveys which had been made—all recommending the route by Holderness, while the proposal for going north was only made last year, and which could not be carried out, he continued, without an increased expense of £116,200.—and then the line would not be of much public utility as the former—a general feeling of surprise seemed to pervade the meeting as to the position of the road, as recommended by the survey of 1842, and subsequent ones, and a determination was expressed to follow the matter up with energy, or to place Holderness in that situation, with regard to railway communication, which her position demanded.

## ORIGINAL CORRESPONDENCE.

### APPLICATION OF GALVANIC LIGHT TO LIGHTING OF MINES.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—From the accounts which have just appeared in the public prints of this country of the successful experiments recently instituted at Paris with the galvanic light, there seem to be reasonable grounds for indulging a hope that, in the powerful agency of the electric fluid, an effectual means may yet be found for obviating the frightful accidents arising from explosion of the fire damp. It is a fact, too sadly notorious to require demonstration, that all the efforts which have hitherto been directed to the prevention of such accidents, however praiseworthy in their design, have been attended only with partial success; and it is from a consideration of this melancholy fact that I am induced, through the medium of your valuable Journal, to draw attention to the galvanic light, as an efficient and perfectly safe means of supplying light to the interior of mines. The advantages which this light appears to possess over every other of artificial production, and which render it peculiarly adapted to the lighting of mines, are the following:—The light may be maintained in an hermetically sealed glass globe, so that the possibility of its igniting any explosive gas, though the globe be entirely surrounded by it, is utterly precluded. It has been found, by Children and others, in experiments with this light, that it is quite independent of combustion, and that neither the charcoal points nor the air included in the glass globe suffer any chemical change during its continuance—that, indeed, it may be maintained with equal brilliancy in nitrogen gas, and other non-supporters of combustion, and even with increased effect in a vacuum. In reference to the illuminating power of this light, it is admitted to exceed in brilliancy every other that art can produce; and it is stated, that, by the aid of the single light in the Place de Concorde, persons were enabled to read distinctly very small print at a distance of a hundred yards from the light. Thus, then, it would appear, that the galvanic light combines in itself, in a superior degree, every requisite that is essential to the lighting of mines—that is to say, perfect safety, extreme brilliancy, and, lastly, permanence—Independently of the consumption of the oxygen of the mine, as necessary to the health of the miner in his laborious occupation. It is to be hoped that these combined and very important advantages may exempt the present suggestion from a fate which prejudice too frequently awards to every new proposition; and that those who are in any way interested in the subject will set themselves to surmount, rather than to point out and magnify, the obstacles that may seem to oppose its practical adoption.—Bath, Nov. 21.

### CHOKE DAMP IN WELLS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—Some time ago I expressed my intention to cease troubling you with my occasional contributions, but, in consequence of the receipt of letters expressive of regret for that determination, from an appreciation of their practical utility, I have ventured to restrict that intention, and, should anything occur to me as being usefully available, and worthy of record in the Mining Journal, I may sometimes venture to trespass; and I hope, being practical rather than speculative, I may hope to escape "the strife of little tongues." When we feel the importance of any subject, we are apt to express ourselves warmly, and just because we feel it; but I shall always be as calm as I can. You have taken up the important subject of accidents in coal mines; I have been escape the miseries of that obliquity which has here so often assailed me; and I shall be glad to assist you in your exertions, and may be able to suggest several hints for the improvement of ventilation in mines, and the safety of the miner, together with the salubrity of the mine. I ought to apologize for this excursion, but I hope I seldom trespass in preliminaries.

I feel anxious, now, to record the method I would recommend to be adopted in the case of wells long excluded from the atmosphere—occasionally, it may be covered up or neglected for many years. On such being uncovered, it may be lighted candle be let down; if the flame is extinguished, it is a sufficient evidence of the existence of an impure atmosphere, and, in all probability, carbolic acid gas; this being ascertained, let quicklime be thrown into the well, or, still better, the "cream of lime," being passed through a sieve or colander; either method, judiciously applied, will absorb the noxious gas, and clear the well of its presence; cold water subsequently dashed down into the well will purify the atmosphere yet more completely for free respiration. Let it never be forgotten that carbolic acid gas may be pumped up from a well by a common water-pump, precisely like water, through invisible. Of course, when a person has descended, and become the victim of asphyxia, from the presence of carbolic acid gas, neither quicklime nor the cream of lime can be employed. In this case, cold water should be dashed down, or, still better, allowed to descend from the rim of a watering-pot—above all, let hose-water be used; this last will certainly effect the purpose, should the former fail to succeed. From several accounts of recent occurrence, originating in this source of danger, I have presumed that these remarks might be acceptable.

November 14.

We are well pleased in being again enabled to number Mr. MURRAY among the correspondents of the Mining Journal. The importance of the communications of this gentleman have been too frequently acknowledged to require particular reference from us, and, we may add, will ever be read with interest, as bearing evidence of sound scientific knowledge, matured, as such is well known to be, by considerable practical experience.]

J. MURRAY.

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ON THE ADVANTAGES OF THE SHOVEL OVER THE SPADE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—At a period like the present day, when the march of improvement makes such rapid strides around us, your valuable Journal, ready to receive the hints of your correspondents, and counting such suggestions as may tend to prove beneficial, either to the employer or the labourer, I am induced to remark on the advantages derived by the labourer who uses the shovel over those who work with the spade. Persons who never visited the mining districts of Cornwall and Devonshire would, by a sight of the operations there, be quite surprised to witness what ease a man or woman would remove a quantity of earth or stones into wagons or carts, compared with the back-breaking and arm-straining method practised by the labourers in many other countries. The handle or butt of the shovel being about two feet longer than that of the other, affords a much greater purchase, and, particularly having the heel as a fulcrum, the point of the shovel also being sharp, gives greater ease in "driving" it, and, as the handle is long, the operator stands upright, and, with the pressure of his foot carrying on it the whole weight of his body, he is able to force the tool into ground which the spade could not penetrate, and otherwise would be brokenly the mattocks. Surely, Mr. EDITOR, it is very painful to see many hundred poor fellows about town plying with their tools almost down to the head they are bearing, which causes them, in a few years, to be completely disengaged in person—indeed, I cannot think they can accomplish as much labour in a day by one-half as can the labourer with the shovel, nor even that, with an little bodily fatigue. No doubt, the adoption of this article would be of important advantages, both to master and men. I trust this master may be noticed, and taken up by a more able hand than myself.—Gray's Inn road, Nov. 23.

J. V.

TUES "HUGE LEVIATHAN"—THE "GREAT BRITAIN" ECLIPSED.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—I beg to send you the following particulars of an invention, of such enormous proportions to originality as cannot fail to be appreciated even by the most fastidious—if not for its value, at least for its boldness. It was evident that, on the completion of the Great Britain, we should not be long without an attempt at something to realize even her gigantic dimensions and accommodations, but, I would add, in either case, who could be prepared for such an enterprise as this?—Lieut. MURRAY (a gentleman well known to us) as the proprietor of the telegraph has just published a description of a large steam-train, invented by himself, to be named the "Huge Leviathan"; the cost is to be £10,000 tons burden; he proposes to these Andover-meetings, 1000 ft.; weight of 1000 horses per car; length of 100 ft.; width 10 ft.; height 10 ft.; number of private coaches, 1000; instead of grand saloons, 10,000 square feet—being a room 100 ft. long, by 100 ft. wide by 10 ft. high; complement of crew and passengers, 1000 persons. Estimated cost of building, £100,000. Riding-apartments, 1000 tons. Estimated gross expense for five successive journeys, £10,000 per year. The area of each of her decks will be the size of a football-field, and the vessel will be capable of containing the Moors. These will be a lower and upper deck, each one-third of a mile, calculated for horses and carriage animals. There will be a lower and upper deck, each one-third of a mile, extending over 100 square feet, the whole of the rest of the transverse area of the decks being free for passengers, teams, carts, etc., etc., as there will be neither stairs or ladders up deck to lower deck with the exception of the passengers, or coachmen up deck to lower deck. The cost of a boat cabin, including tables, will be £1000. The charge for a passage in the grand saloon, exclusive of fares, will be £10. The cost of this floating castle, exclusive of fares, will be £1000 per annum. The vast extent of this floating castle will prevent all rolling motion, and we propose no motion. The Huge Leviathan, being propelled by a power of three horses, with six axles, will extend into square feet of surface, will, on a steady average, progress at the rate of twelve miles an hour; and on such a voyage from Liverpool to New York, to avoid coast, and consider the average speed, and a distance of 3000 miles, will be £1000 per annum.

On this assumption, the cost of the vessel will be provided with a library to contain 1000 volumes,

and a regular company will be attached to the ship!—Also, a scientific lecture-room, with apparatus and lectures for the benefit of the passengers. And there will be a series of shops, as drapers, booksellers, confectioners, &c., &c., and a daily paper printed on board. The Huge Leviathan will consist of three iron-built vessels, one feet long, and 20 feet wide, which will give for each a tonnage of 10,720. These three iron bottoms are to be joined together, and a platform combining the area of all their decks, will be the lower deck of the vessel.—*Liverpool Standard.*—This Lieut. Morrison, beyond all doubt, must be an American; or, at least, I sincerely suspect him to be so, from the remarkable affinity his Huge Leviathan, with its proposed care structures, bears to some other wonderful "ideas" which owe their origin to the inventive faculties of the go-ahead Yankees.

AN ENGINEER.

### WOODEN RAILWAY—PATENT BEVEL WHEELS.

TO THE EDITOR OF THE MINING JOURNAL.

RESPECTED FRIEND.—I bid that in my communication to you last week I misunderstood my informant relative to the number of miles that Squire's engine had travelled on Prentiss's experimental timber railway. It appears that I misinterpreted his statement to mean 2000 miles, instead of 1000; and the statement that it had been propellled about 1000 miles with the aid of less than 30 cwt. of coke, to the actual amount of consumption of fuel. However, to satisfy myself as to the actual amount of consumption of fuel, I obtained leave of Mr. Prentiss accordingly, availed myself of the privilege, and yesterday attended at the railway for seven hours, the result of which I now proceed to lay before your readers and the public, with some further remarks on this important and interesting subject.

I found that it required about 8 cwt. of coke and 32lb. of pit coal to raise the steam into working condition; and at twenty-two minutes before eleven o'clock the carriage commenced running, and continued to do so for seven hours, using only 5 cwt. of coke, including the quantity for getting up the steam, and there remained, an nearly as could be judged, about 1 cwt. unburned in the engine at the time it left off; it may, therefore, be safely affirmed that 16 lb. of coke per hour will be sufficient to keep the engine in effective motion; thus, suppose the carriage had to perform a distance of 100 miles in 8 hours, which would be a speed of fifteen miles per hour, I am now quite convinced it would not require 8 cwt. of coke (which at 10 per cent. would be only 80, or, if at 10, 80 per cent., 72 lb.) to propel the carriage 100 miles, as the allowances of 10 per mile for luggage—which, I think, most clearly proves, however, for the sake of data, let it be supposed that the fuel, water, and oil would be 10 per mile, and the expences of engineers, guides, and guard be also 10 per mile—with respect to wear and tear, that has been proved to be also trifling; that I hardly know what amount to fix for it; however, let us suppose another 10 per mile—making, together, a total expence for working the line of 30 per mile, or 300, for a journey of 100 miles, which, I think, would be an ample allowance; then, supposing this expence to be sufficient for power to convey thirty passengers and baggage, at 10 per mile, or 300, the account per journey would stand thus:

Da.  
To expense of journey, 100 miles at 10 per mile, 300  
Balance, or gross profit..... 0 0 0  
By fare of thirty passengers, at 10 per mile, 300  
Total ..... 300 0 0

Total ..... 300 0 0

According to which there would be a balance of 300 to meet the Government duty of 5 per cent., tolls, expences of management, and interest on the outlay.

When it is considered that this engine is now working in the eighth week, without requiring repair, I think it may be fairly assumed that it is an engine of superior quality—indeed, I do not hesitate to state it as my opinion, that if a track of half a yard wide, on the plan of the Metropolitan principle of wood paving, was laid down on the side of the road between Newbury and Reading (the cost of which, including every expences, offices, stations, and stock, would not exceed from 30,000, to 35,000), such is the favourable nature of the road, both as to width



## MEASURING THE VELOCITY OF THE PISTON OF THE STEAM-ENGINE.

The late Capt. Richard Tregaskis, mining engineer, Cornwall, invented a most ingenious contrivance for measuring the velocity of the piston at every part of the stroke—a desideratum in determining the comparative results of different engines never previously attained, and which is not very generally known. The *Third Annual Report of the Royal Polytechnic Society of Cornwall* contains a paper on the subject, from which we give the following brief description:—The circumference of a circular box is divided into thirteen compartments, and connected with the crank axis in such manner that it makes one revolution for every complete rotation of the crank, and, consequently, during the up and down stroke of the piston. In a frame, directly over these cells, two funnel-shaped caps are fitted, with a small hole in the bottom; and the quantity of fine sand which will run into the cells in a given time is carefully ascertained; each cell has a hole in the bottom to let out the sand, and beneath is a scale pan, connected with a beam, accurately adjusted; as the circular box revolves, each cell receives a portion of sand, in proportion to the velocity of the piston at the time each passes beneath the funnel; and, on weighing each parcel, the velocity at every part of the stroke is accurately obtained. The following were the results obtained, in thirds and fourths of time, from two engines, one 10-foot and the other 12-foot stroke—viz.,

WHEAL CRY—10-FOOT STROKE.		TREBAGH—12-FOOT STROKE.	
No. in cell.	Grains.	No. in cell.	Grains.
1	44	10' 24"	10' 24"
2	4	14	7
3	2	2	4
4	2	7	5
5	2	7	5
6	2	7	5
7	2	7	5
8	2	7	5
9	41	7	5
10	34	9	41
11	29	10	34
12	21	11	29
13	13	12	21
14	13	13	13
244	120 45	178 14	178 14

[We may observe, that the present report of this most useful society abounds in valuable information, and from which we shall, as heretofore, extract largely, so opportunity offers.]

## VENTILATION OF COAL MINES.

We have just received a communication (addressed to the owners of the Tyne and Wear) by James Ryan, Esq., F.S.A., mining engineer—the object of the writer being to direct attention to the present costly, yet imperfect, system of working and ventilating mines—a system alike destructive to human life and the profits of the owners, and to introduce plans which he had matured as far back as 1804, and which, wherever they have been adopted, have secured the most easy and profitable working, and not a single explosion has ever occurred from carburetted hydrogen. The collieries of Lord Dudley and Ward, which were of a most fiery character, and had to be exploded by fire three times a day to render working possible, and in which Mr. Smith stated, in his evidence before the Parliamentary committee, the deaths amounted to 1000 annually, were cleared by Mr. Ryan from all danger from hydrogen or carbolic acid gases, and the management, which was previously ruinously expensive, was so reduced as to render the property a source of great wealth. This success led him to numerous collieries, and in all the same results were obtained—viz., perfect safety for human life, and economy in obtaining the coal. His endeavours to show the imminent jeopardy in which the entire district is placed by the enormous cost of the present plan of working; costs which in 1797 were raised for 7s. 10*d.* per chaldron, now cost nearly three times the amount, or 21*s.*, while the wages of the toiling miners are considerably less. Fire damp, lamps, and old pillars, are stated to be the cause of these ruinous expenses; and by removing the cause, “fire damp,” which this plan effects, the precautions of lamps, brackets, and old pillars, will be no longer needed. These continual impediments have brought into rival competition other districts, which, but for the high price of coal from the Tyne and Wear, would never have been worked, and which will eventually effectually supersede it, and leave those extensive mineral treasures entirely unavailable. Mr. Ryan then goes on to detail the numerous testimonials he has obtained, both from societies and individuals; and in 1810, on giving a lecture on the subject at the Royal Institution, Sir Humphrey Davy observed—“So clear does this principle appear to me, that I consider that all lives lost in future by explosion of fire damp should be charged and treated as manslaughter.” In 1815 he was offered £2000*s.* if he succeeded in clearing Hebburn Colliery from fire damp, &c., and whilst he undertook to effect in one week—which was, however, defeated by a clique of coal viewers, and all his documents and credentials pronounced incorrect, and, consequently, the whole of the mines in this extensive district, which would, no doubt, have adopted the system, if successful at Hebburn, have remained working ever since on the old imperfect system of ventilation. We are entirely unacquainted with the principles of Mr. Ryan’s plan of ventilation; but, surely, if so completely successful in every case, there is sufficient public spirit and humanity to be found to secure its adoption, while, if so pre-eminently economical, the prospect of increased gain would almost alone be sufficient to combat with the love of ancient usage and local prejudice.—We should be glad to hear from Mr. Ryan explanatory of his principles.

## MINE ACCIDENTS.

*Hosgill Lead Mine, Westmoreland.*—A few days ago a serious accident, which was attended with loss of life, occurred in this mine, near Brough. As John Thompson, and another miner, named Campion, were working in a shaft together, and were in the act of stemming above with an iron tool, preparatory to making a blast, the powder unfortunately exploded—the effects were such that the injury which Thompson sustained was so severe, that he died a short time afterwards in the greatest agony; the spectacles which he presented is too horrid for description. Campion was also most dreadfully mangled, and his recovery is anxiety to be expected. The use of iron tools in stemming holes, instead of copper, is a practice which ought to be put a stop to.

*South Hutton.*—As a boy, named Wood, accompanied as doorkeeper in Marton Colliery, was helping his brother to put a carriage on the tramway that had been thrown off, the boy gave way, and the poor fellow was crushed between the carriage and trap-door.

*Chester.*—As an engineer, named R. Hardy, was changing the buckets of the pump at the new winding house, and while in the act of handing a coal skin to Gedding, slipped off the beam, fell down the shaft, in which there was about seven fathoms of water, and was drowned.

*Bronze Quarry, Durham.*—As J. Threlkeld was at his work, a large quantity of soil and stones fell upon him, and completely buried him.

*Gordon’s Bridge Colliery, St. Helens, near Liverpool.*—On Saturday morning last, W. Condie went to his work at this colliery about one o’clock, and was then engaged till about seven, when, having conversed a considerable quantity of coal, he neglected paying proper attention to the “heading,” or road, which gave way and fell upon him, crushing his head to pieces.

*Oguriff Iron Works.*—An explosion of fire damp took place in one of the blast pits on Tuesday last, by which one man was killed and another severely injured. As to the cause, it appears, beyond doubt, that this calamity could have been avoided by the use of the safety lamp.

*Messrs. Wiggs.*—A few days since, one of the large colliers bellow at the steel pits of Messrs. Hindle and Sons exploded with a terrific report, when the engine and colliers were in full work—undoubtedly without previous injury to any of the workpeople, though at the time there were upwards of fifty persons at work in the mine.

*Victoria Pit, Newcastle.*—J. Howard, on the 10th inst., went to his work in this pit without his lamp, on entering the pit, with a candle, an explosion took place, by which he was dreadfully injured.

*Bognor, Lancashire.*—A poor fellow, named D. Hall, fell into Mr. Taylor’s coal pit, and was dashed to pieces by the fall.

*Exploration of Fox Dene.*—A fatal explosion of fire damp took place on Monday evening, at the Winsladey Mine, by which it is said four persons have been buried to death, and several others injured.—*Lancashire Mercury.*

*Carries to Chas. Mawson.*—At the Stockdale Petty Sessions, on yesterday week, two coal miners, named James Lee and John Holloman, were charged by Messrs. J. Kershaw and Co. with leaving their employment without giving notice. It appeared by the evidence of Frank Biggs, foreman of the colliery, that Holloman was engaged by him on the 1st of October, and left on the 11th inst., without giving any notice. The case respecting a fortnight’s notice by each party was decided over; it had been read to them when they commenced working. The defendants replied that they had not agreed to give the required notice. The magistrates adjourned them to return to their work, and pay expenses, to which they agreed.

*North Gloucester Lead Mine.*—A valuable lead mine has lately been discovered on the estate of Mr. Cox Haslebury, county Tyrone.—We have seen a specimen of the ore, which is the sulphide of lead, and very porous, perhaps, 20 per cent. of the pores metal. This is much above the usual average, and we hope that it may prove a mine of wealth to the industry as well as to the proprietor.—*Irish paper.*

## MINING CORRESPONDENCE.

## ENGLISH MINES.

## HOLMBURGH MINING COMPANY.

No. 22.—In the 110 fathoms level, west of Goldsworthy’s wing, on the south side, the hole is one foot wide, and worth 20*s.* per fathom; on the north side, west of the wing, the hole is eighteen inches wide, and worth 22*s.* per fathom; east of the wing the hole is twenty inches wide, and worth 24*s.* per fathom. In the 100 fathoms level, west of Hitchin’s shaft, the ground is still favourable for driving; in the eastern slopes, in the back of this level, the hole is eighteen inches wide, and worth 22*s.* per fathom; in the western slopes the hole is twenty inches wide, and worth 24*s.* per fathom; in the wing sinking below this level the hole is sixteen inches wide, and worth 17*s.* per fathom; in the cross-cut, towards the Flaggash hole, the ground is still hard for driving. In the ninety fathoms level, west of Hitchin’s shaft, the hole is ten inches wide, composed of capel, mandic, and stonew of ore; in the slopes, east of Hitchin’s shaft, in the back of this level, the hole is two feet wide, and worth 20*s.* per fathom; in the slopes, west of this, the hole is one foot wide, and worth 24*s.* per fathom. In the cross-cut, south, at the fifty fathoms level, the ground continues favourable for driving; in the slopes, in the back of this level, the hole is sixteen inches wide, and worth 22*s.* per fathom. No hole has been taken down as yet in the slopes in the back of the 100 fathoms level and the new wing sinking below the 100. The pitches are turning out well.

T. RICHARDS.

## NORTH HOLMBURGH MINING COMPANY.

No. 20.—In the adit level the hole is without important alteration, and the end is at present suspended. The cross-cut is now driving towards the engine-shaft in favourable ground, and we have driven in the last week 2 fms. 8 ft. The surface operations are going on with all possible speed.

T. RICHARDS.

## WEST WHEAL JEWEL MINING ASSOCIATION.

No. 20.—At the eighty-five east, on Wheal Jewel hole, the hole is improved since our last, from two to three feet wide, composed of strong yellow ore, and worth 20*s.* per fathom; ditto west, on the same hole, is still in disordered ground. The seventy west is worth 16*s.* per fathom. The wing under the seventy west is worth 20*s.* to 22*s.* per fathom. The thirtyeast is worth 20*s.* per fathom. S. LEWIS.

## UNITED HILLS MINING COMPANY.

No. 21.—In the seventy fathoms level nothing does in the eastern end for the past week; the men have been rising against the wing sinking from the sixty; in the western end the hole is four and a half feet wide, producing but a small quantity of ore; in the rise the hole is two and a half feet wide, one foot good ore. In the sixty fathoms level, east of eastern shaft, the hole is two and a half feet wide, eighteen inches ore of fair quality; west of diagonal shaft the hole is three and a half feet wide, two feet on the north part ore of low quality; east of James’s shaft the hole is four and a half feet wide, ore throughout, but not rich; west of James’s shaft the hole is three and a half feet wide, two feet good ore—improved since last reported; east of Nettle’s wing the hole is four feet wide, two feet on the south part producing ore of average quality; in the eastern slopes the hole is six feet wide, ore throughout, of rather low quality. At diagonal shaft, in the wing, the hole is three feet wide, one foot on the north part producing good ore; in the shaft there has been nothing done in consequence of the water. At the fifty fathoms level, in the cross-cut, the ground is hard for driving. At the thirty fathoms level no hole takes down during the week. At the twenty-five fathoms level the hole is two feet wide, producing but a small quantity of ore. At the twenty-five fathoms level, on Stacey’s hole, the hole is eighteen inches wide, one foot ore of fair quality. At the ten fathoms level, on ditto, the hole is one foot wide, eight inches ore of good quality. At the adit and the hole is eighteen inches wide, six inches ore of good quality.

N. LAXONSON.

## CONSOLIDATED TREFOIL MINING COMPANY.

No. 20.—The hole in the fifty fathoms level, west of Walker’s shaft, is three feet wide—very good tribute ground; ditto, east of ditto, the hole is two and a half feet wide—good tribute ground; the hole is in the rise, in the back of this level, east of limestone shaft, is two feet wide—good tribute ground. The hole is in the wing, sinking under the forty fathoms level, west of Walker’s shaft, is eighteen inches wide—very good tribute ground. The hole is in the wing, in the back of the forty fathoms level, east of limestone shaft, is six inches wide—tribute ground. We have sampled this day 120 tons of ore. H. WILLIAMS. J. MONACO.

## PRESTFORD UNITED MINING COMPANY.

No. 21.—At Wheal Marquis the new engine-shaft is about eleven fathoms under the thirty-five fathoms level. In the thirty-five fathoms level west the hole has greatly improved since last report, being about twenty inches wide, composed of spar, mandic, and grey and yellow copper ore, and, as at present exhibited in the bottom of this level, may be estimated at 16*s.* per fathom; ditto east is about three feet wide, worth about 15*s.* per fathom, and presenting a very favourable appearance. In the twenty-five fathoms level east no alteration. The pitches continue to look well. At Ding-Dong the machinery, surface work, &c., are progressing as fast as the unseasonable weather will permit.

J. PHILLIPS.

## CALLINGTON MINING COMPANY.

No. 20.—I beg to say the north engine-shaft is sunk about ten fathoms below the sixty; in the past week we have been rising from this level to the wing sinking below the fifty, which we have hoisted; the hole has been from four to eight inches big, very rich. The fifty south hole is twenty inches big, good saving work. The forty south hole is small, producing silver-lead ore. The thirty north is unproductive. The fifty east on the copper hole is from twelve to eighteen inches big, composed of spar and mandic, with copper. Our tribute pitches are looking favourable. At the south end, the shaftmen are engaged in fixing horses and carts for plunger lifts. We are driving north at the forty and sixty. We shall commence building the house for the white-engine-to-morrow.

J. T. PHILLIPS.

## CARRIAGE MINING COMPANY.

No. 20.—The seventy fathoms level is driven about four fathoms west of Murray’s engine-shaft; here we have a good mass of lead, worth 20*s.* per fathom; this is either an improvement in the west, 20*s.* of lead, or it is not increasing so rapidly to the west; in driving east of this shaft, we find the ground favourable, and the hole large, yielding but little lead. The seventy fathoms west of great engine-shaft is at this time producing a little good silver-lead ore; in this level we are cutting north, but have not yet reached the north hole; we have, however, some good branches of lead in the course of driving. In the slopes of the sixty fathoms level, we have a rich mass of ore, worth 20*s.* per fathom. The tribute pitches above the sixty fathoms level are nearly wrought out, but we hope to hole the seventy fathoms level from the great engine-shaft to Murray’s in about three or four weeks, when the shaftmen are engaged in fixing horses and carts for plunger lifts. We are driving north at the forty and sixty. We shall sample on Friday next about thirty tons of good silver-lead ore. We have shipped our last passed, composed thirty tons, and the real weight is to do 20*s.*

J. T. PHILLIPS. H. BROWN, J. JONES.

## TRALEIGH CONSOLIDATED MINING COMPANY.

No. 20.—At the eighty east, east of Christian, the hole is three feet wide, and worth 14*s.* per fathom; the eighty east is suspended whilst the men are rising against the wing from the seventy fathoms west—the hole in which is about 16*s.* per fathom; the eighty west is still disordered. At the seventy east the hole is eighteen inches wide, with good masses of ore; this level is more kindly than it has been. At Great Fortune shaft, sinking below the fifty, the hole has not been taken down since our last. At the fifty west the hole is large, and worth 16*s.* per fathom; the fifty east is worth 15*s.* per fathom. The forty-five is large and capacious, with masses of ore.

W. H. SYKES.

MINING IN THE EASTERN DISTRICT OF CORNWALL.

## TO THE EDITOR OF THE MINING JOURNAL.

Sir,—Your correspondence, “A Miner,” of the 20th ult., not having as yet satisfied his pretensions of familiarizing you with the result of his “three days’ tramp” amongst the mines of this district, I beg in the interim to send a detailed report of their progress in this highly-interesting neighbourhood—a district teeming with mineral veins, whose resources are hitherto, if not unexplored, at least very little known. The miners of the eastern district of Cornwall are, however, in a state of comparative poverty, and are compelled to labour in the open air, exposed to the elements, and to the inclemencies of the weather, in a state of constant anxiety and fear of sudden death. The miners of the western district, on the contrary, are in a state of comparative plenty, and are enabled to live in comfort and security, and to support their families in a decent manner. The miners of the eastern district are, however, in a state of comparative poverty, and are compelled to labour in the open air, exposed to the elements, and to the inclemencies of the weather, in a state of constant anxiety and fear of sudden death. The miners of the western district, on the contrary, are in a state of comparative plenty, and are enabled to live in comfort and security, and to support their families in a decent manner. The miners of the eastern district are, however, in a state of comparative poverty, and are compelled to labour in the open air, exposed to the elements, and to the inclemencies of the weather, in a state of constant anxiety and fear of sudden death. The miners of the western district, on the contrary, are in a state of comparative plenty, and are enabled to live in comfort and security, and to support their families in a decent manner.

Stockton Colliery.—This mine is by many efficient judges preferred before the neighbouring works, and is the best in the country. The coal is of excellent quality, and the gas-pudding above the stockton colliery is greater than Stockton Colliery; yet there is a distinctiveness about the coal-mines that makes for less consumption, whilst, probably, passing any similar extent of ground in the British empire, in the quality and quantity.

## EAST CANTERBURY LEAD MINE.

They are continuing the old lead shafts to lathe holes, and the new shafts are being sunk.

MARK VALLEY.—This mine is progressing, and as soon as the engine-shaft has been sunk to the intended depth, and levels extended to open the holes, there is little doubt of her proving a good mine; she has now upwards of seventy-five tons of very good copper ore in the market for sale.

PHOENIX MINES.—The prospect in the eastern levels towards the hills continues encouraging; some very good copper ore and tin is found in this extraordinary hole.

WHEARCO CONSOLIDATED.—This is a promising little mine; the hole is large, and contains some very good veins of copper ore.

LEIGHARD CONSOLIDATED.—The engine-shaft is sunk forty-five fathoms, at which point a level has been extended, and intersected the north and south holes, which are composed of mandic, chiefly with some good ore. It is proposed that these holes form a junction at about fifteen fathoms deeper, where it is trusted the hopes of the proprietors will be realized.

HOLMBURGH AND READING.—As you favour the public with a copy of the weekly official reports, no remarks are necessary, as better information cannot be conveyed.

WHEAL MARSH.—A general meeting of the shareholders is about to be held this week in London, for the purpose of making the necessary arrangements preparatory to their resuming with spirit; favourable results are anticipated under the superintendence of Mr. P. N. Johnson.

EAST CORNWALL.—Three or four individuals are working in some of the shallow levels of the eastern part of this mine with very profitable results. Some sales of silver ore have been effected.

WHEAL MEXICO.—This mine is expected to be in course of operation very shortly; arrangements are about being made for this purpose.

EAST HARROWBURN.—The proprietor is working in the shallow levels of this mine with some success; but the want of sufficient capital prevents effective operations.

GREEN VALLEY, Devon.—In consequence of an ample supply of surface water, this mine is forked to the twenty-seven fathom level, but a delay having been occasioned by a rut in this level, much silver-lead ore have not been raised; still the prospects are of the most remunerating character.

Derwent, Nov. 22.—Z. E. D.

## FOREIGN MINES.

## IMPERIAL BRAZILIAN MINING ASSOCIATION.

Gongo Soo, Sept. 14.—

